BMW Club
Chicago Region
Owners Association

CHICAGO REGION NEWS

WWW.CRBMW.COM MARCH 2012

PUBLISHED MONTHLY BY THE CHICAGO REGION BMW OWNERS ASSOCIATION • FOUNDED IN 1969 AS A NONPROFIT ORGANIZATION

Can you feel it?

I don't know about you, but I am excited. Sure, I could have had the bike out every month this winter but, more due to apathy I didn't take her out… until this weekend. Just a quick hour – and apparently I wasn't the only one with that idea; passed 6 other bikes in that hour! Why else would I be excited… Maybe because another member submitted a great "First" article and as this issue prepares for press, yet another "First" article has hit my inbox; again from a new member.

More reasons for excitement? Yup! The World Superbike season has begun with Round 1 having taken place at Phillip Island in Australia on Sunday February 26th.

Race 1 results:
2 - Marco Melandri (BMW Motorrad),
6 – Michel Fabrizio (BMW Italia Goldbet),
12 - Leon Haslam (BMW Motorrad)

Race 2 results:
5 - Leon Haslam (BMW Motorrad),
6 - Marco Melandri (BMW Motorrad)

Rider standings after round 1:
1 – Max Biaggi (Aprilia Racing),
2 - Marco Melandri (BMW Motorrad),
3 – Tom Sykes (Kawasaki Racing),
8 – Leon Haslam (BMW Motorrad).

A word of note here regarding Leon Haslams performance; On Monday February 20th he fractured the bottom of his tibia bone in his right leg and broke bones in both feet. On Thursday February 23rd he had 2 screws put in it. He rode 2 laps on Friday then practice and qualifying on Saturday and then raced to 12th and 5th place finishes on Sunday. I don't know about you but, I like the way this year looks for BMW in WSBK.

And finally, what does all this mean with regard to the Manufacturers Standings after round 1?
1 - Aprilia
2 - Ducati in 2nd
3 – BMW

Oh, but the excitement doesn't stop there! Nope! The March General Meeting features Rudi and Dawn. April will have Chi-Tech talking touring preparedness. "Activities" has a new means of organizing rides. Hot Dog rides will begin this month and the first club ride of the season is coming up! On the business end, get your renewals in! Christy has details on the back page. And finally, if you see Pam Silverman congratulate her on becoming a grandmother!

Are you ready for a great year?

David Papadopoulos
nledit.crbmw@gmail.com

After Much Deliberation...

by Hank Barta, President

We have a new look. Aside from other stylistic revisions you may have noticed in the newsletter, there is a new logo on the masthead. This started at least two years ago when we heard rumors that BMW AG was going to require that all clubs redo their logo to meet corporate guidelines.

My initial reaction was that we should resist. After all, would BMW really sue a club of enthusiasts who practically worship the brand? Imagine the bad press they would get by doing so. I could not imagine that BMW would want that. At the MOA Rally in Redmond this was the main topic of discussion at the club officers session. BMW wants to maintain control of their logo. It is a valuable property and they have every right to do so. In order for them to do that, they have to "go after" any uncontrolled use of that logo. That includes us, since to the best of my knowledge, there has never been documented permission from BMW for our use of their trademark. In the old days, tacit approval or perhaps even a verbal agreement was sufficient, but if one ever existed, it is moot in the modern world. We can argue whether that is a good thing or not, but that's not the issue and we all know that we can never go back to the "good old days."

Our new logos at the IMS show

BMW does have the resolve and resources to shut down the club if we did not comply. Our treasury could be wasted on our defense and would not come close to winning the case. Our club would be gone. If our logo was the most important thing about our association, then I would feel justified to go out in a blaze of glory and generate as much bad press for BMW as possible. It was obvious to me the logo was not the most important thing we have. It is the people and the relationships we build, the good times we share with each other. The logo has been a symbol of that for longer than I have been with the club, but you can take that away and we still have each other. The only reasonable answer was to comply with BMW's requirements.

Your board set about developing a new logo. We asked for suggestions from club members but did not get much. I was not surprised because this is something that is hard to get excited about. At the board meetings, we discussed various ideas and themes and Christy

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Deliberation...*continued*

Lange took these to an artist she has worked with in the past and commissioned her to produce several prototypes. We reviewed these, picked our favorite and requested some further refinements. One aspect of the guidelines from BMW is that the Roundel is relatively small and must be kept in proportion to the overall logo layout. A consequence of that is that it is not suitable for uses such as on name tags or embroided on apparel. For this reason we designed two new logos. There is the official one which uses the wordmark "BMW" and the Roundel. That is the one you see on the front of our newsletter. An unofficial logo was designed to be applicable for all of our uses and includes neither wordmark "BMW" nor the Roundel. As such, it is not subject to BMW's requirements. At the end of January we received approval from BMW for the official logo. I really like the design of these logos and was pleased that the artist was able to tie the official and unofficial logos together by sharing the primary graphic elements. I was excited to see the first use of the logos on a banner prepared for the International Motorcycle Show and unveiled at the February general meeting. Many thanks go to Mike Bettenbender and the people at Printwerk who worked with us to get this done on a very short deadline. In the mean time Christy worked with her contacts to get sample shirts produced and ordered patches and retro-reflective stickers, all using the unofficial logo. As noted above, the official logo has gone into use on this newsletter and should appear soon on our website. Christy has put a lot of effort into this and I'm sure it would not have happened by now without her diligence.

As of our board meeting last night, we have stickers and patches in hand and we plan to give one of each to every current member. Additional copies can be purchased by anyone who wants more. I will commit to have these ready to hand out at our March meeting. We will mail them to members who do not attend the next meeting or two. We are also working on a new name tag design that incorporates the logo. Those of you who have been waiting, in some cases for years, will finally get their name tags! In due time we will also make merchandise available with the new logo.

In the end, I'm excited about the result. I am not particularly pleased with the guidelines that BMW set down, but we were able to meet them, come up with a good result, and continue to be the great association of people that we have been for over forty years.

My First Race as a Motoref

By Loch Miwa

While I have been a USA Cycling bicycle race official for a number of years, a few years ago I decided to get my motoref license as well. This required taking a one-day class on the specific duties of a motor official beyond the regular race official duties. It was a pretty intense class with a written exam at the end, but I was then certified

Photo by Rom Tamondong

to work from a motorcycle in the middle of a bicycle race.

In the years since then, we have figured out that it works best to start out new motorefs in some of the less intense races, but that wasn't how our group of new officials started. We started with one of the most difficult races on the local calendar!

A criterium race is on a closed loop of less than five kilometers. There is no traffic and the riders may use the entire width of the road. The main duty of a motoref in a criterium is safety. While we do watch for rule violations, our primary concern is to make sure the course is clear. We sometimes ride in front of the main group, warning spectators to clear the course before the riders arrive, but usually we ride right behind the main group in case there is a crash. In that case, we have to determine whether the course can be cleared before the rest of the riders come back around on the next lap. The racing and riding are quite often fast and exciting, and the motorefs usually have the best spot from which to view the race unfolding.

A road race is an entirely different thing. Road races typically are run on open roads with oncoming traffic. The riders are restricted to riding on only one half of the road and it is the job of the motoref to enforce this. With an unruly group of riders or with a difficult crosswind, this can be a task that keeps the motoref extremely busy. In addition, if a rider or group of riders rides off the front of the main pack, the motoref's job also includes monitoring that time gap and reporting it to both the leaders and the main group. And as always, safety is still a concern. Motorefs at road races tend to be a lot busier than they are at criteriums.

The race in Leland, IL is a road race that consists of a twenty-two mile loop, of which approximately one third is gravel roads. One of the stretches is pretty well packed, but the other two are very loose rock. So in addition to all the usual challenges of a road race, we are sometimes fully occupied with simply remaining upright!

Being an early spring race, the weather at Leland can be very unpredictable. Our first year there, the temperatures were rather mild, but the wind was pretty stiff – a steady 20-25 mph coming from the northwest. This meant that when the riders were headed westbound, the natural tendency was to take shelter behind the riders in front of them – a nice diagonal line from the right gutter back to the middle

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My First *continued*

of the road… and right on across the centerline! The motorefs had their thumbs on their horns, shooing the riders back across the centerline. It was a good thing our BMW's had very loud horns.

Thankfully the gravel sections didn't have the issue of centerline enforcement as the riders were allowed to use the full width of the roads. So the motorefs were free to back off from the riders a bit and concentrate on getting through the gravel safely. We got very good at steering with our seats instead of our hands!

We quickly found that one of the tactics of the more experienced riders was to ride at the front of the group through the gravel sections going as fast as possible. Since the riders behind couldn't see as well, they would often hit some of the larger rocks and get flat tires, eliminating them from the race. This meant that some of the fastest riders were going well over 30 mph through the very loose gravel sections - on bicycles with tires less than 1" wide!

It was a long day with multiple fields, so the motorefs would finish one race and turn right around and head out again with the next race. Riding 120 miles may not sound like much, but doing it on loose gravel roads and often within a foot or two of riders on bicycles can be very tiring. By the end of the day, we were all exhausted. It was quite an experience for our first race. Thankfully, the rest of the season was somewhat easier.

But just to throw us an additional challenge, in 2011 the Leland race included freezing rain, 2-4" deep mud, and hypothermia! No one got injured, there was no damage to any motorcycles, but we have never been so happy to be done with a race.

While I have done many races since then, some smaller and some multi-day stage races, it's hard to forget a first race like Leland and the lessons we learned there.

Founding Member Passes

Edna Sjostrom, a member of our CRBMWOA since its earliest days, died on Saturday, March 3, in a Chicago nursing home. She was 94.Edna was the wife of the late Bob Sjostrom, one of Chicago Region's founding members. She was the mother of members Jerry and Joe Sjostrom, and the grandmother of former member Andy Sjostrom.

Her veterinarian father taught her to drive a car at age 12 in rural Wisconsin, but motorcycles were not a part of her life until Bob acquired his first BMW in 1968. For the next 15 years, Edna rode countless thousands of miles as a passenger on her and Bob's BMW motorcycles, and she has many friendships among association sociation members, who she valued and appreciated until her last days.

In 1969 when the club was founded, memberships usually were in the name of the husband or father of BMW motorcycling families, said Jerry Sjostrom.

"So Dad was officially the member, but Mom was involved from the start, attending meetings and activities, and making lasting friendships," Jerry said.

Bob Sjostrom's first BMW was a 1967 R69S. Then in 1975, Bob and Edna traveled to Germany, where they took delivery of a new Bol D'or Red R75/6 and rode on a Bob Beach tour of Germany and

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Member Passes *continued*

five other countries. During the ensuing years they rode their BMW on many Club rides, to BMWMOA National Rallies, and on trips of their own including to Yellowstone National Park and a six week trip as far as St. John's, Newfoundland.

Women's roles in the association was the subject of some debate during the early years. Edna's input on that subject was indirect but effective, said Alice Hanes, who joined the club with her late husband Joe in the early 1970s.

"I remember Bob and Edna made a presentation at a club meeting on their trip to Europe, and they had slides all in organized order. Bob took the lead in describing the trip, and all along Edna would make her own comments about the places and the people," said Alice.

"Their presentation was a solidifying thing for me. They made me feel that, by golly, there are couples here, doing this together and sharing with the club. And Bob and Edna seem to be so comfortable with everyone there," said Alice, who expressed deep sorrow at Edna's passing.

Edna was not, in fact, very comfortable on their R69S, and thus she doubted her interest in riding pillion on their new bike for many weeks in Europe.

"The Beach tour people said, no problem, I could ride in the luggage van," Edna once recalled. "But I felt comfortable right away on the our new bike. I could ride all day."A memorial service for Edna has not yet been scheduled because some family members will need to travel long distances to the Chicago area. Funeral service information will be posted on the Club's website when arrangements are finalized.

Picture This

For those of you who attended the International Motorcycle Show you know what our booth was about. We displayed three distinctive and representative sidecar rigs and offered pictures of show attendees. The selection of sidecars was a stroke of genius. Even though I ride my own sidecar rig, I had forgotten how much they appeal to members of the general public and motorcyclists both. There's a mystique about them and surprisingly, we had the only sidecars on display this year.

The idea to take pictures pushed what was already a good idea over the top. Since the show, I have been sending the pictures out and not without some difficulty. When I simply sent them to the email addresses we had collected, I was tagged by Hotmail, AOL and others as a spammer. And then Google itself locked out my account

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Beat the Spring rush to get your bike serviced and save some cash too! Free pick-up within 25 miles for any major services (annual inspections, tires, tune ups, etc), and reduced rates for longer trips. Spring will be here before you know it and you will have your bike ready to go.

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Picture This *continued*

due to the amount of email that was returned and tagged as spam. I finally worked around that and have been getting the pictures to the show attendees. The results have been startling. First I get a chance to review all

of the pictures and I see nothing but happy faces. One father told me that his young daughter put "sidecar" on her Christmas list. You can guess how she felt to have a chance to have her picture taken sitting in one. As I send the pictures out, I get reply after reply from people telling me how happy they were to visit our booth and get the picture. Rather than just showing off our stuff, we really reached out and shared a bit of ourselves with others. I can't tell you how proud I am to be the president of an organization that can put something like this together. Of course, very little of the credit is actually due me. The real work was done by Ty Plaza who organized this and Scott Hellem who both transported bikes and provided a very special sidecar rig for our display. Ed Dybala provided the other two sidecars and was our local expert when anyone had substantive questions about sidecars. Thanks

also go to Mike Bettenbender and the folks at Printwerks who got our new banner ready on such short notice. None of this would have been possible with all of the other members who stepped forward when we asked for help staffing the booth. I have no reservations claiming that we had the best booth at the show and my heartfelt thanks go out to everyone who helped to make that happen.

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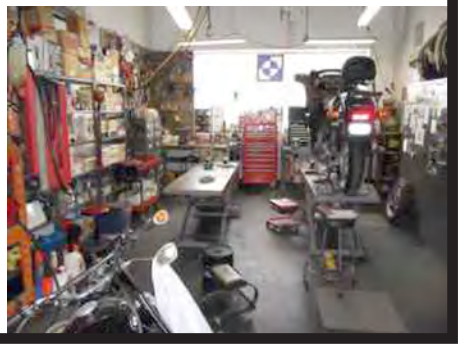

TROUBLESHOOTING

By Seymour Goldberg of Seymour's BMW

What to do when your engine stops and help is not around. Call for help on your cell, the most powerful tool in your toolbox.

In certain situations your cell phone can be the solution to your breakdown by allowing you to call for a part or even advise and thereby fix your bike. Since 1985 when the computer managed, fuel injected bikes came out, the chance of a failure is very slim. It does happen though.

Let's say I'm riding my '87 K100LT, which by the way has 150,000 some odd miles on it, and the engine quits. What to do?

First there are three things that keep the motor going: gas, electricity, and compression. You test for fuel by looking in the tank, or disconnecting a fuel hose to see it gas run out. Also, most of the 1985 and later bikes have electric fuel pumps. Mostly when you press the starter button you should hear the pump run. Of course previously you became familiar with the sound, right? Anyway you have fuel and you heard the pump working.

Next, check to see if the electrical system is working. If the starter turns over, the lights and horn seem normal, probably the battery is okay. If you can access the spark plugs, which is difficult on oilheads as the plugs are so deep set, you can test for spark. Remove one plug and connect the wire to the plug. Rest the metal body on the cylinder, and turn the engine over. You should show you a spark across the plug electrodes. If you see a spark then electrically things should be okay.

The third requirement to run an engine is compression. When an engine has adequate compression the moving piston compresses the gas and air mixture. Then the sparking of the spark plug causes the gas and air mixture to explode, which causes the piston to be pushed down, which in turn rotates the gears, drive shaft and finally the rear wheel. Compression problems are in fact very rare. A simple test for compression is to pull a spark plug and place a finger over the hole. Turn the engine over and if you feel pressure probably all is well.

Let's say on the fuel test you did not hear the fuel pump. A dealer could ship me a new one and I would be on my way. Or if the pump is working and I see no gas coming out of a disconnected hose, then I could check for a burst hose. Or, the spark plug test might tell me that a plug has failed and so on. Lack of compression might mean a blown head gasket or broken rings.

Repair of these problems is not easy. Many riders are not familiar with mechanics and should only call for help. But if you have enough experience, troubleshooting is very interesting. And you do not have to be a "wrench" to enjoy riding. How many car drivers have driven many thousands of miles and have never lifted a hood.

I have tried to keep my explanations very simple. Most of the tools required to do simple troubleshooting are in your BMW tool kit that came with the bike. There will always be a situation where another tool will be helpful so add it to your kit. For instance one additional tool is a test light. One end is a light with a pointer contact. The other end of the wire is an alligator clip. One of many tests you can make with this tool is test for power. Your turn signal is out and you think the bulb is okay. Ground the alligator clip and touch the point of the light to the wire that is not brown at the turn signal. If there is power the bulb is probably bad or the non-brown wire may be damaged?

Keep an eye out for more troubleshooting articles in future newsletters. Safe riding, Seymour

CLASSIFIED ADS

How to start or renew an ad:

Send classified ads or requests to renew existing ads to jwsjostrom@yahoo.com or by mail to: CRNEWS Classifieds, 238 S. Scoville Ave., Oak Park, IL 60302. You can also request a renewal by calling 708-704-8313.

Ads run for three months and then terminate unless you contact the newsletter to request a renewal by the middle of the third month in which the ad runs. If we don't hear from you by then, the ad will not run in the following issue.

2002 GS 1150 drive shaft, used, but tight, spiral bound service manual for same, also brake pads, 2008 GS 1200 11 oil filters, plus disk service manual. Contact Stan for pricing, 815-245-6098, skvconst@foxvalley.net

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R100RS Motorsport "purple" seats in very good condition $300, Corbin 2-part R1100GS seats (black) in very good condition, $200. Call 630.248.6024 or dkduvall@sbcglobal.net

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Shuberth C3 helmet size medium (7 1/8) white. Worn with a helmet liner good as new with all original packaging, $500. Call Rick @ 630-297-3335 or rsgebka@yahoo.com

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1977 BMW R100/7, original paint, burnt orange, new tires, super clean, 58,000 miles, new head bearing, Corbin double bucket seat, full fairing, stainless steel exhaust, new battery. Excellent condition. $3,400 OBO. Mitch 847-253-8128

Hannigan Fairing, very good condition, painted Daytona Orange as it came off an R90S. Owner is moving and doesn't want to throw it away, thus will take best offer or just give it to a good home. Dan Hornback, North Aurora, 630-364-9947

Nolan helmet: N43 Trilogy Motorrad N-Com. Cab Yellow, size: M. Purchased new in February, used only 2 weeks. Carrying case holds helmet and extra face shields. Asking $195. Don Weber, phone 708-297-4710 or e-mail df.weber@att.net.

2005 BMW K1200LT 600 Miles. $11,000. Ocean Blue metallic, central locking system, floor lighting, anti theft alarm, lighted top case rack, heated seats and backrest, heated hand grips, cruise control, 6-disc cd changer, LED brake light, voice kit, headset open face, Head 2 driver cord, Headset 2 pass. cord, two helmets, high windshield, ABS braking, liquid-cooled four-cylinder engine. Have title and all original paper work. Fred Bruder, 630-377-1909.

2001 BMW model 1150GS. Black, 21,000 miles, Jesse bags, tank bag, Aeroflow. $7,200. Call Bill, 773-262-8581.

1983 BMW model R100RT. Saddlebags, crash bars, sissy bar, luggage rack, spare Lester wheels, spare front fender, big travel gas tank to hold extra gas, kryptonite lock, bike cover and bag, spare air filters and headlight bulbs, fairing, Sito exhaust, new Metzeler tires. 110,000 miles.Owned by our late member Glen Winter, offered for sale by Glen's wife, Susan, on display at Racer Café, 392 38th Ave., St. Charles, phone 630-443-5178. $2,900 or best offer.

2002 BMW R1150RT for Sale Silver, Garmin 2720 GPS - Dealer installed with Cycle Gadget mounts, New V-Stream Windshield, New BMW Gel Battery, RS Mirrors, Throttlemeister, Cylinder protectors, Brake pedal Extender, Oil changed 2 weeks ago, Tires are in good shape, Dealer serviced (CycleWerks & TAG), Low miles - 28,750. I have two sport touring bikes, must sell one. Asking $6,500 OBO. Contact Thiru at 224-948-7152 (Day)/ 630-637-0699 (Evening)

1962 BMW model R69S -- Earles-Fork, engine & frame numbers match, just over 35k mi, 600 mi since restoration. Frame & fork powder coated, all sheet metal professionally done in black single-stage urethane. Hand brushed pins. All seals, rubber parts, tires, bushings and bearings were replaced. Some chrome re-plated, re-laced & polished rims. Proper leather, dual seat. Rare "S" adjustable steering damper. Re-built carbs, re-wired. Odometer not touched. Mufflers are period-correct accessories. No detail missed, right down to the frame-mounted air pump. Brakes, grips, pegs are all new. Pistons are new first oversize, valves re-ground. It runs quiet & pulls strong. Everything works as original, correct, and no disappointments. Roadworthy and licensed but always trailered to shows and events. No expense spared, the bike is like new condition. 1st Place Best in Class at 2012 Chicago Bike Show. Offered at $19,750. Call 847.550.0067, email for more photos/info drchrisstout@gmail.com or see details at www.stoutventures.com, Cheers, Dr. Chris Stout

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Activities Calendar

Chicago Region Activities - Monthly and Weekly Events

Every Monday from Spring through Fall, CRBMWOA Goes to the Dogs
See a separate article in this newsletter and also the club's forum www.crbmw.com for every Monday night's Hot Dog Ride locations starting March 12.

Monthly Club Meetings
General Membership Meetings are held at 7:30 p.m. on the second Thursday of every month in the Elmhurst Elks Lodge, 711 W. St. Charles Rd., Elmhurst, about 3/8 mile west of Route 83. Newer members—if you need directions, call a club board member or director (see box in this newsletter for names and telephone numbers).

Tech Sessions every Saturday
Seymour Goldberg offers FREE tech sessions at his shop from 9 am – 1 pm. Seymour's BMW Service is located at 3510 Elston Ave., phone 773-617-8061. Seymour will assist or advise you with your maintenance, modification or repair project. Phone first to confirm Seymour's availability.

First Friday At The Hanes'
Come join together with other BMW friends at Alice Hanes', 3448 W. Exchange Parkway in University Park, 708-534-8756. 8 PM

2nd And 4th Saturdays at George's, The Saturday Riders (southwest suburbs)
Have breakfast with a diverse group of riders at George's, 990 N. State St., Lockport Il 60441, 815-838-7225 (formerly met at the Purple Onion restaurant) Breakfast at 8am, rides leave at 9am. This is truly an eclectic group and all types of motorcycles are welcome.

Dekalb Breakfast with the Guzzis- Every 1st Saturday
Have breakfast at 9 am with the Illinois Moto Guzzi Club at Junction Restaurant, DeKalb, 816 W. Lincoln Hwy. (Rt. 38)

Every Sunday At The Full Moon Restaurant (north shore suburb)
Enjoy brunch at the Full Moon restaurant on US Hwy 41 near Buckley Rd. in Lake Bluff, 6 miles north of the Highland House restaurant. This is a gathering of all types of motorcycles. Come and go as you please.

Every Sunday at McDonalds in Des Plaines (northwest suburbs)
Enjoy breakfast or coffee at the McDonalds at Rt. 45 (Mannheim) & Oakton Sts in Des Plaines Rides depart at 9 a.m. All varieties of motorcycles welcome. Sponsored by Jerseypine Cruisers MC.

Every Sunday on the Radio
Open Road Radio at 92.5 and 92.7 FM, Sundays 11:00 am – 12:00 noon, 630-833-9889 www.openroadradio.com

March

Friday, Mar. 2 from 7 p.m. to 10 p.m. – First Friday at the Hanes' residence, 3448 W. University Parkway, University Park, IL.

Thursday, Mar. 8 – 7:30 p.m. – Chicago Region BMW Motorcycle Owners Association, monthly meeting--Elmhurst Elks Club, 711 W. St. Charles Road, Elmhurst.

Monday Mar. 12 – First Hot Dog Ride! Smashburger, 842 N Randall Rd., Batavia, IL

Monday Mar. 19 – Hot Dog Ride, East of Edens, 6350 N Cicero, Chicago, IL

Monday Mar. 26 – Hot Dog Ride, Henry's Drive In 6031 W. Ogden, Cicero, IL

April

Friday, Apr. 6 from 7 p.m. to 10 p.m. – First Friday at the Hanes' residence, 3448 W. University Parkway, University Park, IL.

Thursday, Apr 12 – 7:30 p.m. – Chicago Region BMW Motorcycle Owners Association, monthly meeting--Elmhurst Elks Club, 711 W. St. Charles Road, Elmhurst.

Monday Apr. 2 – Hot Dog Ride, Ranch Frostie 1259 N. Cedar Road, New Lenox, IL

Sunday Apr. 22 - Starved Rock Ride

Breakdowns & Touring

"Oh, [expletive] ! The engine quit, now what do I do?" Before you find yourself in this position, and it will happen sooner or later when touring or around town, be sure to come to the April General Meeting when Chi-Tech will discuss how to prepare for breakdowns when touring and how to prepare your bike and yourself for touring. We will cover what to take in the way of clothing, tools, and parts, depending on the type of touring you plan on doing and how long you plan to be gone. Whether you plan to be gone three hours or three weeks, be sure to attend this meeting ... like the old Boy Scout motto, "Be Prepared."

CHICAGO REGION BMW OWNERS ASSOCIATION
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CRBMWOA
P.O. Box 2031
Elmhurst, IL 60126

CHICAGO REGION BMW OWNERS ASSOCIATION
MARCH 2012

Don't let this be your last newsletter!

Have you forgotten to renew your membership? For your convenience, we've attached a renewal form. Please fill out and send in today!

CRBMWOA on Meetup

A CRBMWOA group has now been established at www.meetup.com, a web site that facilitates communication among members of the group. CRBMWOA members are encouraged to sign up on Meetup and join the "CRBMW Club" group. Once you're approved as a member, you will view information about club activities and RSVP to those you plan to attend. This process will help us plan better for our rides and other activities.

You'll be able to see who else plans to attend and receive updates about the event from Meetup. In addition, members will be able to organize activities with other members of CRBMWOA right on the Meetup site. For example, if a member wishes to get a group together for a day ride, this is the place. Also of note, these events are private. Thus, if you intend to participate in a week long ride you won't be advertising to the world that your house is empty.

Our April 22 ride to Starved Rock has already been created as an event. Go to Meetup.com and see who plans to attend. RSVP if you will be attending the ride.

You'll then get e-mail messages with details, updates and reminders about the ride.

It's That Time

For most of you members, thanks for your diligence in getting your checks and payments to us for 2012. We still have a good number of members who may have forgotten to send in their renewals.

You have a number of options to renew. Attached is a renewal form which you can:

Mail to CRBMW; P.O. Box 2031; Elmhurst, IL 60126; or bring it to the March meeting; or visit crbmw.org and renew via Paypal. If I can be of help, please let me know!

Also, if you have thoughts, questions or concerns about the club, please don't hesitate to shoot me an email with them. We are very interested in how you feel and what you have to say.

Also, if you are not sure if you have renewed, I'll be happy to look into it for you.

Christy Lange, Membership Director cflange200@gmail.com.

2012 MEMBER RECOGNITION AND AWARDS

At the request of members, CRBMWOA will recognize members for riding and club participation this year. Categories will include distance ridden in a single trip, overall mileage for the year and for participation in activities with the club. The contests will begin in mid-April, so watch for details in the April newsletter and on the club web site.